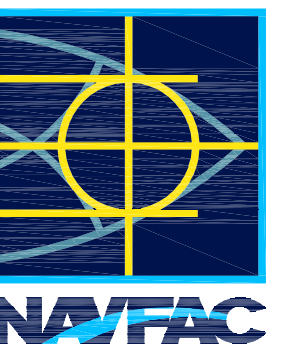



PHILADELPHIA NAVAL BUSINESS CENTER
PHILADELPHIA, PENNSYLVANIA

NAVAL FACILITIES ENGINEERING COMMAND ~ MID-ATLANTIC
HAMPTON ROADS IPT, PUBLIC WORKS DEPARTMENT NORFOLK
PROJECT MANAGEMENT AND ENGINEERING BRANCH

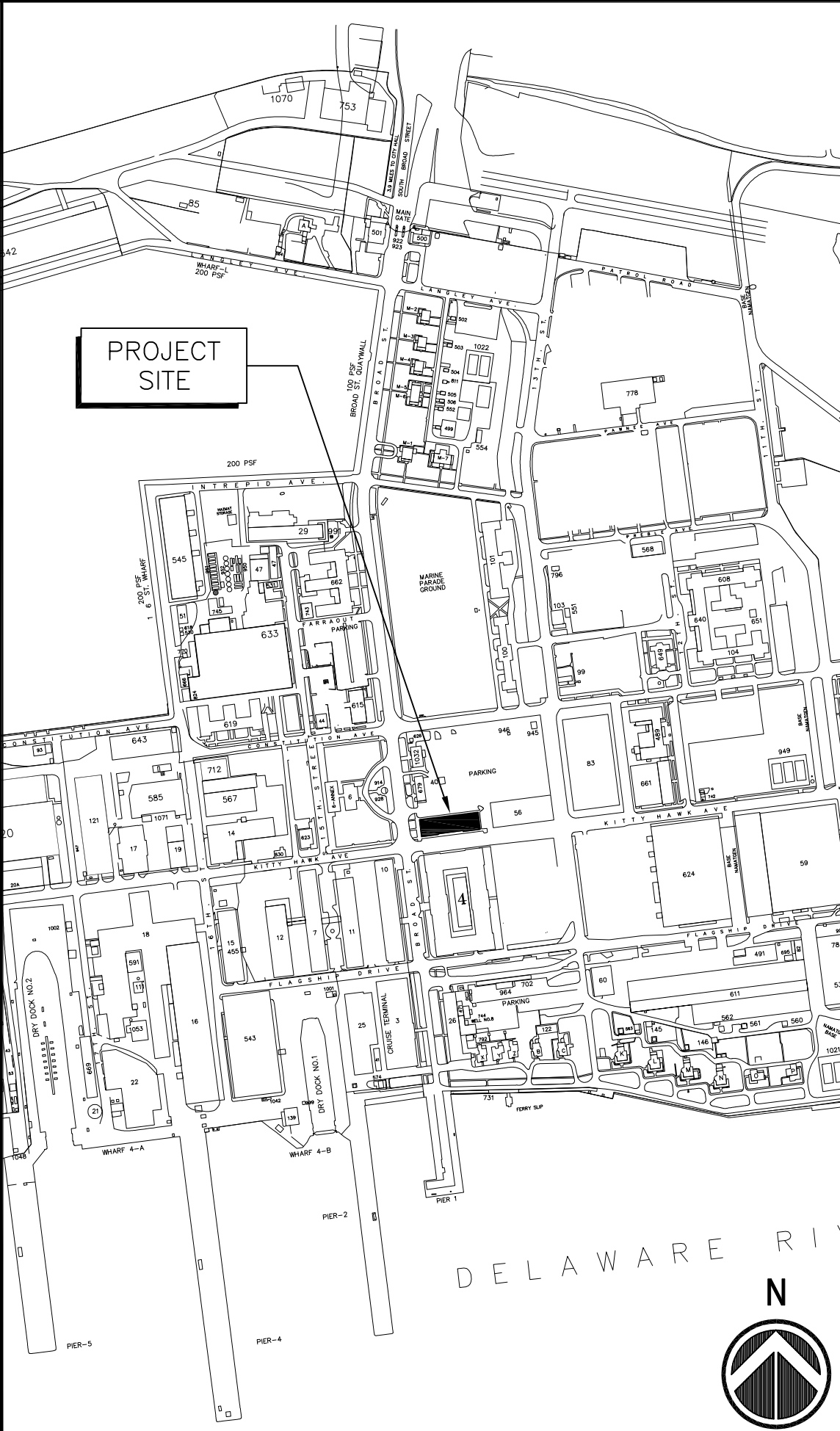
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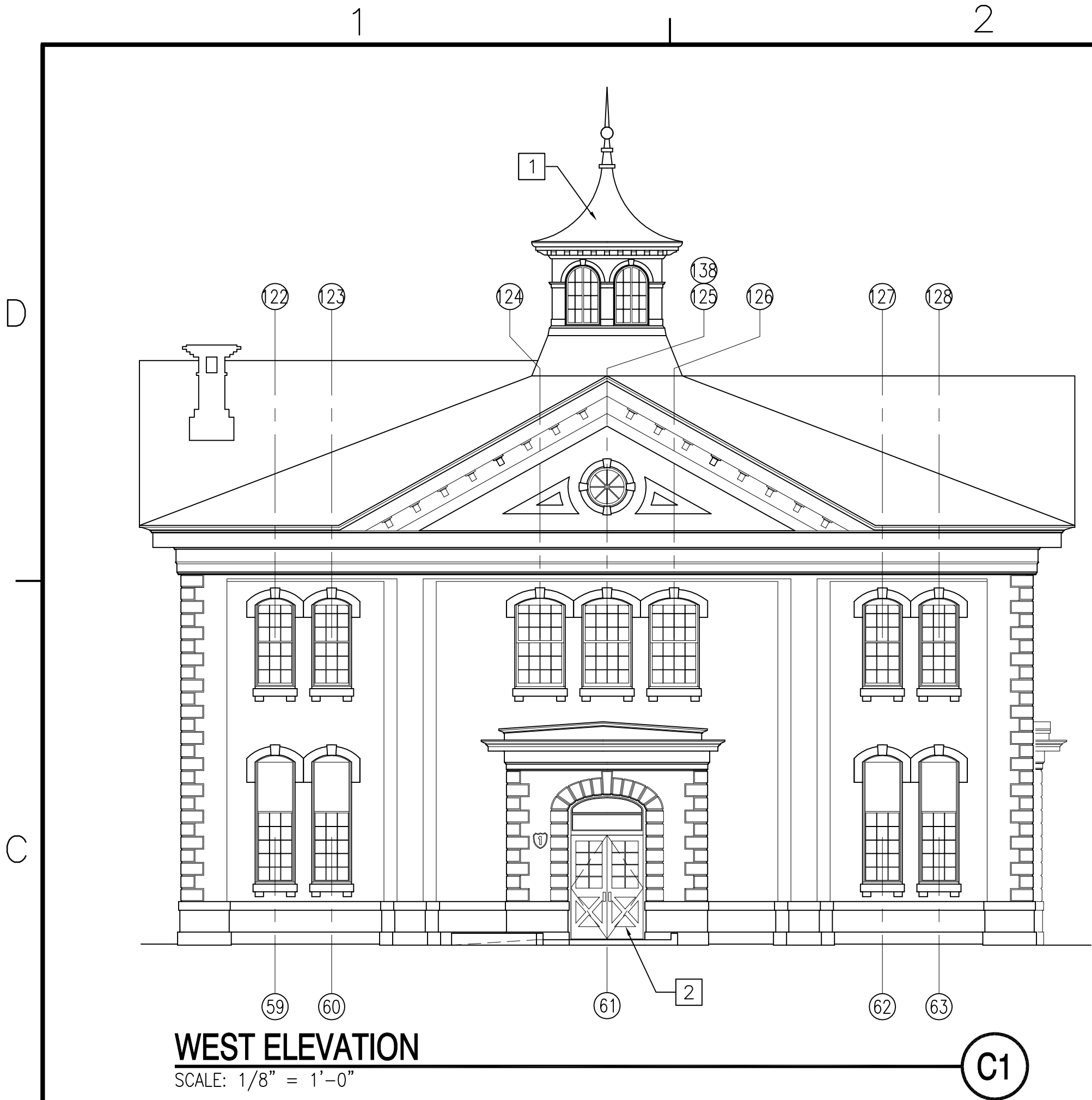
APPROVED	
	
FOR COMMANDER NAVFAC	DATE 8-01-07
APPROVED	
T. GALLAGHER	
ACTIVITY - SATISFACTORY TO DATE	07/30/07
DES JMS	DRW JMS
REVIEWED BY	RER
PM/DM	JMS
CHIEF ENG/ARCH	J.HASTE, P.E.

COVER SHEET

CODE ID. NO. 80091	SIZE	D
SCALE: AS NOTED		
MAXIMO NO.		N/A
STA. PROJ. NO.		N/A
WORK ORDER NO.		573091
CONSTR. CONTR. NO.		N/A
NAVFAC DRAWING NO. 12,510,746		
SHEET	1	OF 14
G-001		

DRAWFORM REVISION: 30 JAN 2007

LOCATION PLAN		GOVERNING REGULATIONS		GENERAL NOTES		LIST OF SHEETS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
		<p><u>BUILDING CODE</u> UNIFIED FACILITIES CRITERIA (UFC) 1-200-01 (31 JULY 2002) INTERNATIONAL BUILDING CODE (IBC) 2000</p> <p><u>ACCESSIBILITY CODE</u> UNIFORM ACCESSIBILITY STANDARDS (UFAS) AMERICANS WITH DISABILITIES ACT (ADA) ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES (ADAAG)</p> <p><u>MECHANICAL CODE</u> INTERNATIONAL MECHANICAL CODE (IMC) 2000</p> <p><u>ELECTRICAL CODE</u> NFPA 70, NATIONAL ELECTRIC CODE</p> <p><u>PLUMBING CODE</u> INTERNATIONAL PLUMBING CODE (IPC) 2000</p> <p><u>FIRE PREVENTION & LIFE SAFETY CODE</u> UNIFIED FACILITIES CRITERIA (UFC) 3-600-01 (15 DEC 2002) NFPA 101, LIFE SAFETY CODE</p>		<ol style="list-style-type: none">WHERE EXISTING STRUCTURES TO REMAIN ARE DAMAGED DUE TO NEW CONSTRUCTION OR DEMOLITION REQUIRED BY THESE DOCUMENTS, THE CONTRACTOR SHALL REPAIR THE DAMAGED ITEM(S) WITH NEW MATERIALS TO MATCH THE ADJACENT MATERIAL, TEXTURE, AND COLOR.FIELD VERIFY EXISTING DIMENSIONS GIVEN, PRIOR TO ORDERING MATERIALS OR BEGINNING DEMOLITION.THE CONTRACTOR SHALL OBSERVE AND MAINTAIN BUILDING AND COMPOUND SECURITY REQUIREMENTS AS DIRECTED BY THE CONTRACTING OFFICER.THE GENERAL SCOPE OF WORK INCLUDES, BUT IS NOT LIMITED TO REPAIR OF EXISTING HISTORIC WOOD WINDOWS.NEW WORK WILL BE ACCOMPLISHED IN AND AROUND AREAS WHICH WILL REMAIN OPERATIONAL. ACCORDINGLY, MEASURES SHALL BE TAKEN TO AVOID INTERFERENCE WITH THE OPERATIONAL WORK ROUTINE.ALL ITEMS NOT NOTED AS "EXIST" SHALL BE PROVIDED UNDER THE REQUIREMENTS OF THIS CONTRACT.ALL SUBMITTALS REQUIRED BY THESE PLANS OR SPECIFICATIONS SHALL BE SUBMITTED TO THE CONTRACTING OFFICER FOR APPROVAL PRIOR TO COMMENCEMENT OF RELATED WORK.THE CONTRACTOR LAYDOWN AREA SHALL BE COORDINATED WITH THE CONTRACTING OFFICER PRIOR TO THE PRECONSTRUCTION MEETING. THE ALLOWABLE AREA SIZE SHALL BE ESTABLISHED BY THE CONTRACTING OFFICER.		<table><tr><th colspan="2">SHEET NO.</th><th>NAVFAC DWG. NO.</th><th colspan="2">SHEET TITLE</th></tr><tr><td colspan="2">1</td><td>G-001</td><td>12,510,746</td><td>COVER SHEET</td></tr><tr><td colspan="2"></td><td></td><td colspan="2">GENERAL</td></tr><tr><td colspan="2"></td><td></td><td colspan="2">ARCHITECTURAL</td></tr><tr><td>2</td><td>A-001</td><td>12,510,747</td><td colspan="2">ARCHITECTURAL SYMSBOLS, LEGENDS AND ABBREVIATIONS</td></tr><tr><td>3</td><td>A-201</td><td>12,510,748</td><td colspan="2">SOUTH AND EAST ELEVATIONS</td></tr><tr><td>4</td><td>A-202</td><td>12,510,749</td><td colspan="2">NORTH AND WEST ELEVATIONS</td></tr><tr><td>5</td><td>A-501</td><td>12,510,750</td><td colspan="2">WINDOW SCHEDULE AND GENERAL NOTES</td></tr><tr><td>6</td><td>A-502</td><td>12,510,751</td><td colspan="2">WINDOW DETAILS</td></tr><tr><td>7</td><td>A-503</td><td>12,510,752</td><td colspan="2">WINDOW AND DOOR ELEVATIONS</td></tr><tr><td>8</td><td>A-901</td><td>12,510,753</td><td colspan="2">REFERENCE PHOTOGRAPHS</td></tr><tr><td>9</td><td>A-902</td><td>12,510,754</td><td colspan="2">REFERENCE PHOTOGRAPHS</td></tr><tr><td>10</td><td>A-903</td><td>12,510,755</td><td colspan="2">REFERENCE PHOTOGRAPHS</td></tr><tr><td>11</td><td>A-904</td><td>12,510,756</td><td colspan="2">REFERENCE PHOTOGRAPHS</td></tr><tr><td>12</td><td>A-905</td><td>12,510,757</td><td colspan="2">REFERENCE PHOTOGRAPHS</td></tr><tr><td>13</td><td>A-906</td><td>12,510,758</td><td colspan="2">REFERENCE PHOTOGRAPHS</td></tr><tr><td>14</td><td>A-907</td><td>12,510,759</td><td colspan="2">REFERENCE PHOTOGRAPHS</td></tr><tr><td></td><td></td><td></td><td colspan="2"></td></tr><tr><td></td><td></td><td></td><td colspan="2"></td></tr><tr><td></td><td></td><td></td><td colspan="2"></td></tr><tr><td></td><td></td><td></td><td colspan="2"></td></tr><tr><td></td><td></td><td></td><td colspan="2"></td></tr><tr><td></td><td></td><td></td><td colspan="2"></td></tr><tr><td></td><td></td><td></td><td 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NAVFAC DWG. NO.	SHEET TITLE		1		G-001	12,510,746	COVER SHEET				GENERAL					ARCHITECTURAL		2	A-001	12,510,747	ARCHITECTURAL SYMSBOLS, LEGENDS AND ABBREVIATIONS		3	A-201	12,510,748	SOUTH AND EAST ELEVATIONS		4	A-202	12,510,749	NORTH AND WEST ELEVATIONS		5	A-501	12,510,750	WINDOW SCHEDULE AND GENERAL NOTES		6	A-502	12,510,751	WINDOW DETAILS		7	A-503	12,510,752	WINDOW AND DOOR ELEVATIONS		8	A-901	12,510,753	REFERENCE PHOTOGRAPHS		9	A-902	12,510,754	REFERENCE PHOTOGRAPHS		10	A-903	12,510,755	REFERENCE PHOTOGRAPHS		11	A-904	12,510,756	REFERENCE PHOTOGRAPHS		12	A-905	12,510,757	REFERENCE PHOTOGRAPHS		13	A-906	12,510,758	REFERENCE PHOTOGRAPHS		14	A-907	12,510,759	REFERENCE PHOTOGRAPHS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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14	A-907	12,510,759	REFERENCE PHOTOGRAPHS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								



WEST ELEVATION
SCALE: 1/8" = 1'-0"

C1

1. DRAWINGS ARE BASED ON EXISTING PLANS AND FIELD INVESTIGATIONS. THE CONTRACTOR SHALL VISIT THE BUILDING SITE AND FAMILIARIZE THEMSELVES WITH THE EXISTING CONDITIONS AND SHALL EXAMINE CONTRACT DOCUMENTS TO AVOID CONFLICTS.
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF INSTALLATION REQUIREMENTS AND CLEARANCES FOR NEW AND EXISTING INSTALLATIONS.
3. ALL SURFACES DAMAGED DURING DEMOLITION AND NEW WORK SHALL BE REPAIRED TO MATCH ADJACENT EXISTING SURFACES.
4. ALL FINAL COLOR SELECTIONS SHALL BE COORDINATED AND CONFIRMED WITH THE PUBLIC WORKS DEPARTMENT.
5. BUILDING NO. 1 IS A CONTRIBUTING RESOURCE TO THE NATIONAL REGISTER ELIGIBLE PHILADELPHIA NAVAL SHIPYARD HISTORIC DISTRICT. ALL WORK SHALL CONFORM TO THE SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATING HISTORIC STRUCTURES.
6. ALL PAINTED SURFACES WHERE WORK IS DONE, THE PAINT IS CLASSIFIED AS LEAD CONTAINING. PROTECT ALL PERSONNEL WITHIN THE WORK AREA BY COMPLYING WITH APPLICABLE LAWS AND REGULATIONS.
7. REPAIR TO DAMAGED OR ROTTED WOOD SURFACES SHALL BE DONE WITH IN-KIND REPLACEMENT OF WOOD COMPONENTS OR REPAIR WITH EPOXY REPLACEMENT MATERIALS. WOOD REPLACEMENT MATERIALS SHALL BE BACK PRIMED PRIOR TO INSTALLATION. WHEN USING EPOXY MATERIALS, AFTER PAINT REMOVAL, REMOVE DAMAGED WOOD AND TREAT WITH A DEEP PENETRATING WOOD CONSOLIDANT. AFTER TREATMENT, FILL VOIDS WITH EPOXY MATERIAL. BUILD-UP SHAPE TO THICKNESS REQUIRED AND SAND TO MATCH PROFILE. EPOXY SYSTEMS BY ABATRON, INC. OR APPROVED EQUAL. REFER TO SHEET A-501 FOR DETAILED INFORMATION REGARDING EPOXY SYSTEM.
8. REMOVE ALL SEALANT FROM PERIMETER OF MATERIALS ABUTTING OR PENETRATING EXISTING SURFACES INCLUDING BUT NOT LIMITED TO WINDOWS AND WOOD TRIM. PROVIDE NEW SEALANT IN SAME LOCATIONS.

GENERAL SHEET NOTES

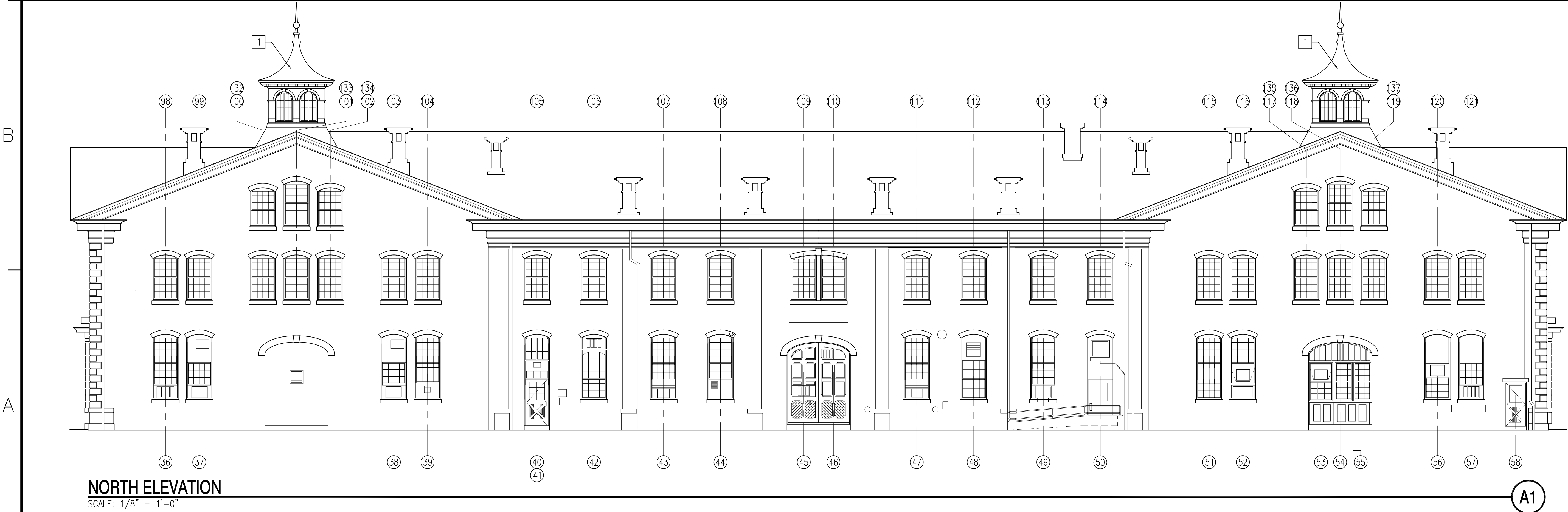
9. REFER TO PRESERVATION BRIEF NO. 9 "THE REPAIR OF HISTORIC WOODEN WINDOWS", NO. 10 "EXTERIOR PAINT PROBLEMS ON HISTORIC WOODWORK", NO. 37 "APPROPRIATE METHODS FOR REDUCING LEAD-PAINT HAZARDS" AND PRESERVATION TECH NOTES NO.1 "PROPER PAINTING AND SURFACE PREPARATION" FOR ACCEPTABLE METHODS OF PAINT ABATEMENT AND SUBSTRATE PREPARATION. USE THE GENTLEST MEANS POSSIBLE TO PREVENT DAMAGE TO EXISTING MATERIAL BENEATH PAINT COATINGS TO BE REMOVED. SAND BLASTING AND POWER WASHING ARE PROHIBITED.
10. INSTALLATION OF INTERIOR STORM WINDOWS SHALL BE DONE AFTER COMPLETION AND ACCEPTANCE OF ALL PAINTING. REFER TO SHEET A-501, WINDOW SCHEDULE - GENERAL NOTES FOR ADDITIONAL INFORMATION.
11. THE EXISTING WINDOW GLAZING COMPOUND HAS NOT BEEN TESTED FOR ASBESTOS CONTAINING MATERIALS. PRIOR TO COMMENCING WORK, TESTING OF THESE MATERIALS IS REQUIRED BY THIS CONTRACT. IF ASBESTOS ABATEMENT PROCEDURES ARE REQUIRED FOR REMOVAL OF GLAZING, PROTECT PERSONNEL WITHIN THE WORK AREA BY COMPLYING WITH APPLICABLE LAWS AND REGULATIONS.

NEW WORK KEYNOTES

1. EXISTING CUPOLA TO REMAIN, NO WORK REQUIRED.
2. NEW DOORS AND OPENING (UNDER CONSTRUCTION).

GRAPHIC SCALE

1/8" = 1'-0" 0 4' 8' 16'



NORTH ELEVATION
SCALE: 1/8" = 1'-0"

A1

APPROVED	DATE	DESCRIPTION	SYN	AE LOGS
APPROVED	DATE	DESCRIPTION	SYN	AE LOGS
FOR COMMANDER NAVFAC DATE 8-01-07				
T. GALLAGHER				
ACTIVITY - SATISFACTORY TO DATE 07/30/07				
DES	JMS	DRW	JMS	
REVIEWED BY	RER			
PM/DM	JMS			
CHIEF ENG/ARCH	J.HASTE, P.E.			
DEPARTMENT OF THE NAVY				
NAVAL FACILITIES ENGINEERING COMMAND				
NAVAL FACILITIES ENGINEERING COMMAND - MID-ATLANTIC				
HAMPTON ROADS IPT - FMD NORFOLK				
NAVAL STATION - NORFOLK VIRGINIA				
PHILA NAVAL BUSINESS CENTER				
PHILADELPHIA, PA				
WINDOW REPAIRS - BUILDING 1				
NORTH AND WEST ELEVATIONS				
CODE ID: NO. 80091 SIZE D				
SCALE: AS NOTED				
MAXIMO NO. N/A				
STA. PROJ. NO. N/A				
WORK ORDER NO. 573091				
CONSTR. CONTR. NO. N/A				
NAVFAC DRAWING NO. 12,510,749				
SHEET 4 OF 14				
A-202				
DRAWING REVISION: 30 JAN 2007				

D	1					2					3					4					5					C
	WINDOW SCHEDULE					WINDOW SCHEDULE - SPECIFIC NOTES					GENERAL NOTES - WINDOW REPAIR					GENERAL NOTES - WINDOW REPAIR					GENERAL NOTES - WINDOW REPAIR					
C	MARK	WINDOW SIZE	WINDOW TYPE	LITES	SPECIFIC NOTES	MARK	WINDOW SIZE	WINDOW TYPE	LITES	SPECIFIC NOTES	1. EXISTING DOOR, REFER TO SHEET A-503 AND SHEETS A-901 THROUGH A-907 FOR SPECIFIC WORK REQUIREMENTS.					1. NOMINAL SASH OPENING SIZE IS INDICATED ON THE WINDOW SCHEDULE. TO OBTAIN EXACT DIMENSIONS, SASH PROFILES, AND FRAME PROFILES, FIELD MEASURE.					14. AT THE WINDOWS, THE CONTRACTOR SHALL ASSUME THAT THE REQUIRED SASH WEIGHTS ARE PRESENT IN THE WEIGHT POCKET. IF THE WEIGHTS ARE NOT PRESENT, NOTIFY THE CONTRACTING OFFICER. ACCESS TO THE WEIGHT POCKETS IS TYPICALLY FOUND BY REMOVAL OF AN ACCESS PANEL AT THE WINDOW JAMB THAT IS HELD IN PLACE BY SCREWS.					
	1	2'-8" X 10'-0"	DH	12/15		79	3'-8" X 7'-0"	DH	12/12		2. REMOVE EXISTING UPPER SASH COMPLETE. PROVIDE UPPER SASH TO FIT OPENING, SASH PROFILE TO MATCH EXISTING HISTORIC WINDOWS.					2. REFER TO BUILDING ELEVATIONS FOR WINDOW DESIGNATIONS.					15. ALL SASH CHAINS SHALL BE REPLACED. INSTALL SASH CHAINS RATED FOR THE SPECIFIC WINDOW SASH WEIGHT.					
B	2	2'-8" X 10'-0"	DH	12/15	2, 3	80	3'-8" X 7'-0"	DH	12/12		3. REMOVE EXISTING LOWER SASH COMPLETE. PROVIDE LOWER SASH TO FIT OPENING, SASH PROFILE TO MATCH EXISTING HISTORIC WINDOWS.					4. ALL FABRIC WINDOW TREATMENTS AND DRAPES WILL BE REMOVED BY THE GOVERNMENT PRIOR TO BEGINNING OF WINDOW REPAIR WORK. REMOVE AND DISPOSE OF ALL 2" VENETIAN BLINDS AND 1" MINI-BLINDS INCLUDING ALL HARDWARE, FASTENERS AND RELATED EQUIPMENT AT FIRST FLOOR WINDOWS. AT SECOND FLOOR WINDOWS, REMOVE ROLLING BLINDS AND STORE FOR REINSTALLATION. REFER TO WINDOW DETAILS ON SHEET A-502.					16. READJUST EXISTING AND/OR NEW WINDOW STOPS, SASHES, AND HARDWARE TO PROVIDE PROPER ALIGNMENT AND OPERATION OF ALL WINDOWS AND TO REDUCE DRAFTS. REMOVE PAINT COMPLETE FROM PULLEYS AND CLEAN WEIGHT POCKETS OF ANY OBSTRUCTIONS. THIS WORK IS ABOVE AND BEYOND ANY WORK SPECIFICALLY NOTED IN THE WINDOW SCHEDULE, SPECIFIC NOTES OR OTHER GENERAL NOTES.					
	3	2'-8" X 5'-0"	DH	9/6	2	81	2'-8" X 7'-0"	DH	9/9		4. REPAIRS TO EXISTING WINDOW DONE IN-PLACE, REMOVAL OF WINDOW NOT REQUIRED.					5. REMOVE AND DISPOSE OF ALL EXISTING STORM WINDOWS, FRAMES, PANELS AND FASTENERS PRIOR TO COMMENCING WINDOW REPAIR WORK. PROVIDE INTERIOR MOUNTED ALUMINUM STORM WINDOWS AND PANELS FOR THE SECOND FLOOR WINDOWS ONLY. PROVIDE WOOD EXTENSION STRIPS AS NECESSARY TO PROVIDE FOR ADEQUATE ATTACHMENT OF INTERIOR STORM WINDOWS AND PANELS. THE MEETING RAIL OF THE STORM WINDOW SHALL ALIGN WITH THE MEETING RAIL OF THE WOOD WINDOW. REFER TO WINDOW DETAILS ON SHEET A-502.					17. AFTER ALL WINDOW REPAIRS HAVE BEEN COMPLETED, CLEAN THE INTERIOR AND EXTERIOR SIDE OF WOOD WINDOWS AND FRAMES. CLEAN THE INTERIOR AND EXTERIOR SIDES OF THE NEW STORM WINDOWS AND PANELS PRIOR TO AND AFTER INSTALLATION.					
A	4	1'-8" X 5'-4"	FFS	1	4	82	2'-8" X 7'-0"	DH	9/9		5. RETAIN PATTERNED GLASS AT BOTTOM SASH.					6. REMOVE EXISTING INTERIOR WOOD STOP AND PARTING BEAD TO ACCOMMODATE REMOVAL OF UPPER AND LOWER SASH FOR REPAIRS. REPLACE INTERIOR WOOD STOP AND PARTING BEAD IN-KIND, MATCH EXISTING PROFILES AS CLOSE AS POSSIBLE. EXTERIOR WOOD STOP TO REMAIN IN-PLACE.					18. BUILDING NO. 1 IS A CONTRIBUTING RESOURCE TO THE NATIONAL REGISTER ELIGIBLE PHILADELPHIA NAVAL SHIPYARD HISTORIC DISTRICT. AS A REFERENCE, USE THE U.S. DEPARTMENT OF THE INTERIOR PRESERVATION BRIEF NO. 9 - "THE REPAIR OF HISTORIC WOODEN WINDOWS" AND PRESERVATION BRIEF NO. 10 - "PAINT PROBLEMS ON HISTORIC WOODWORK". PERFORM ALL CONSTRUCTION IN A MANNER THAT WILL NOT RESULT IN AN ADVERSE IMPACT ON THE HISTORIC INTEGRITY OF THE WORK TO BE RETAINED.					
	5	2'-8" X 5'-0"	DH	9/6	2, 3	83	3'-8" X 7'-0"	DH	12/12		6. REMOVE FIXED AND CASEMENT WINDOWS BUILT INTO EXISTING WOOD DOOR COMPLETE. REFER TO SHEET A-503 AND SHEETS A-901 THROUGH A-907 FOR SPECIFIC WORK REQUIREMENTS.					7. REMOVE EXISTING HARDWARE ITEMS FROM WINDOW SASH, FRAME AND SILL (LIFTS, LOCKS, FLASHING, GUIDES, ETC.). REMOVE ALL NAILS, STAPLES, SCREWS, ABANDONED HARDWARE, ETC. FROM SASH AND FRAME ON BOTH INTERIOR AND EXTERIOR SURFACES. FILL ALL HOLES AFTER PAINT REMOVAL. PROVIDE SASH LOCKS AND FINGER PULLS FOR EACH WINDOW. SASH LIFTS (TWO PER WINDOW - BOTTOM SASH) SHALL BE NO. 158E. SASH LOCKS (ONE PER WINDOW) SHALL BE NO. 80D, BY CROWN CITY HARDWARE OR APPROVED EQUAL. ALL HARDWARE SHALL BE SOLID BRASS.					19. ON ANY EXISTING SURFACE IDENTIFIED WHERE WORK IS TO BE DONE, ALL PAINT HAS BEEN CLASSIFIED AS LEAD-CONTAINING. PROTECT ALL PERSONNEL WITHIN THE WORK AREA BY COMPLYING WITH APPLICABLE LAWS AND REGULATIONS.					
A	6	--	--	--	1, 7	84	3'-8" X 7'-0"	DH	12/12		7. EXISTING FIXED WOOD DOOR TO REMAIN IN-PLACE. REFER TO SHEET A-503 AND SHEETS A-901 THROUGH A-907 FOR SPECIFIC WORK REQUIREMENTS.					8. FOR BOTH UPPER AND LOWER SASH, REMOVE ALL PAINT FROM WINDOW SASH COMPLETE TO BARE WOOD BY THE GENTLEST MEANS POSSIBLE, REFER TO GENERAL NOTE 18. IF DIP-STRIPPING IS THE METHOD USED, TRY ON ONE WINDOW BEFORE PROCEEDING WITH REMAINDER. WINDOWS OF THIS AGE (+/- 120 YEARS) MAY BE HELD TOGETHER WITH ANIMAL BASED GLUES WHICH MAY DETERIORATE OR DISSOLVE. CONTACT CONTRACTING OFFICER PRIOR TO COMMENCEMENT OF PAINT REMOVAL PROCESS. OPEN JOINTS AND CRACKS IN THE WOOD SHALL BE FILLED WITH EPOXY REPAIR MATERIALS. REMOVE ALL GLAZING COMPOUND, GLASS PANES AND GLAZING POINTS.					20. THE EXISTING WINDOW GLAZING COMPOUND HAS NOT BEEN TESTED FOR ASBESTOS CONTAINING MATERIALS. PRIOR TO COMMENCING WORK, TESTING OF THESE MATERIALS IS REQUIRED. IF ASBESTOS ABATEMENT PROCEDURES ARE REQUIRED FOR REMOVAL OF GLAZING. PROTECT PERSONNEL WITHIN THE WORK AREA BY COMPLYING WITH APPLICABLE LAWS AND REGULATIONS.					
	7	2'-8" X 10'-0"	DH	12/15		85	3'-8" X 7'-0"	DH	12/12		8. EXISTING WOOD DOORS TO REMAIN (NEW CONSTRUCTION).					9. AT WOOD SILL, REMOVE ALL NAILS, STAPLES, SCREWS, FLASHING, GUIDES AND ABANDONED HARDWARE. REMOVE ALL PAINT FROM THE SILL COMPLETE TO BARE WOOD BY THE GENTLEST MEANS POSSIBLE. OPEN JOINTS, CHECKS AND CRACKS IN THE WOOD SHALL BE FILLED WITH EPOXY REPAIR MATERIALS.					21. WINDOW HARDWARE SHALL BE BY CROWN CITY HARDWARE (www.crowncityhardware.com) OR APPROVED EQUAL. ALL NEW HARDWARE SHALL BE SOLID BRASS.					
A	8	2'-8" X 10'-0"	DH	12/15	2	86	3'-8" X 7'-0"	DH	12/12		9. EXISTING WOOD REPLACEMENT SASH TO REMAIN.					10. AT WINDOW FRAME, PROVIDE BRONZE JAMB AND SILL WEATHERSTRIPING AT OPERABLE SASH. BRONZE GUIDE PROFILES AS MFR. BY ACCURATE METAL WEATHER-STRIP CO. CUT GROOVE INTO SASH TO RECEIVE BRONZE JAMB AND SILL GUIDES WHERE GROOVES DO NOT EXIST. ALIGN GUIDES WITH EXISTING GROOVES. AT MEETING RAIL, REMOVE EXISTING INTERLOCK FLASHING AND REPLACE, REFER TO WINDOW DETAILS ON SHEET A-502.					22. ALL BRONZE JAMB AND SILL GUIDES AND INTERLOCK FLASHING BY ACCURATE METAL WEATHER-STRIP CO. (www.accurateweatherstrip.com) OR APPROVED EQUAL.					
	9	3'-8" X 10'-0"	DH	16/20	2, 3	87	3'-8" X 7'-0"	DH	12/12		10. OVAL SASH TO MATCH EXISTING WINDOW 138.					11. AFTER COMPLETE REMOVAL OF THE GLAZING COMPOUND, REMOVE GLASS PANES AND SAVE FOR REINSTALLATION. REPLACE DAMAGED GLASS WITH SIMILAR SIZE AND COLOR. PRIOR TO REINSTALLING, PROVIDE A BEAD OF GLAZING COMPOUND AROUND THE RABBIT TO SEAL THE GLASS, THEN INSTALL GLAZING POINTS. APPLY FINAL GLAZING COMPOUND BEVELED TO COMPLETE THE SEAL. ALLOW THE GLAZING COMPOUND TO CURE COMPLETELY BEFORE PAINTING THE SASH.					23. EPOXY WOOD REPAIR MATERIALS SHALL BE LIQUID WOOD AND WOOD EPOX AS MANUFACTURED BY ABATRON, INC. (www.abatron.com) OR APPROVED EQUAL.					
A	10	3'-8" X 10'-0"	DH	16/20	3	88	2'-8" X 7'-0"	DH	9/9		11. LOUVER AT OVAL OPENING, REFER TO SHEET A-503 AND SHEETS A-901 THROUGH A-907 FOR SPECIFIC WORK REQUIREMENTS.					12. PRIME BARE WOOD AND PROVIDE TWO FINISH COATS OF OIL BASED PAINT OVER ALL SURFACES OF WINDOW SASH AND FRAME. EXTEND PAINT 1/16" ONTO GLASS AT EXTERIOR SURFACES WHEN PAINTING THE GLAZING COMPOUND. PAINT COLORS FOR EXTERIOR AND INTERIOR PAINTING WILL BE SELECTED BY PWD.					24. STORM WINDOWS SHALL BE THE VELV-A-LUME TYPE STORM WINDOW AS MANUFACTURED BY WEST WINDOW CORPORATION (www.westwindow.com) OR APPROVED EQUAL.					
	11	3'-8" X 10'-0"	DH	16/20	3	89	2'-8" X 7'-0"	DH	9/9		12. FIX BOTH CASEMENT SASH IN-PLACE AFTER REPAIRS, SASH SHALL BE MADE NON-OPERABLE.					13. AT MEETING RAIL OF TOP AND BOTTOM SASH, REPAIR DAMAGED WOOD WITH EPOXY REPAIR MATERIALS. ALIGN METAL INTERLOCKING WEATHERSTRIPING TO OBTAIN SEAL.										
A	12	3'-8" X 10'-0"	DH	16/20	2, 3	90	2'-8" X 7'-0"	DH	9/9		WINDOW SCHEDULE - ABBREVIATIONS															
	13	3'-0" X 2'-8"	FS	4	4	91	2'-8" X 7'-0"	DH	9/9		DH - DOUBLE HUNG					CS - CASEMENT SASH										
A	14	--	--	--	1	92	2'-8" X 7'-0"	DH	9/9		FS - FIXED SASH					LVR - LOUVER										
	15	2'-0" X 2'-0"	FFS	2	4	93	3'-8" X 7'-0"	DH	12/12		FOS - FIXED OVAL SASH					FT - FIXED TRANSOM										
A	16	2'-0" X 6'-0"	DH	4/4		94	3'-8" X 7'-0"	DH	12/12		FFS - FIXED FAN SASH															
	17	3'-8" X 3'-0"	FFS	4	4	95	3'-8" X 7'-0"	DH	12/12																	
A	18	3'-8" X 6'-0"	DH	8/8	3	96	2'-8" X 7'-0"	DH	9/9																	
	19	2'-0" X 2'-0"	FFS	2	4	97	2'-8" X 7'-0"	DH	9/9																	
A	20	2'-0" X 6'-0"	DH	4/4		98	3'-8" X 7'-0"	DH	12/12																	
	21	--	--	--	1, 7	99	3'-8" X 7'-0"	DH	12/12																	
A	22	3'-8" X 10'-0"	DH	16/20	2, 3	100	3'-8" X 7'-0"	DH	12/12	3																
	23	3'-8" X 10'-0"	DH	16/20	3	101	3'-8" X 7'-0"	DH	12/12																	
A	24	3'-8" X 10'-0"	DH	16/20	2, 3	102	3'-8" X 7'-0"	DH	12/12																	
	25	3'-8" X 10'-0"	DH	16/20	3	103	3'-8" X 7'-0"	DH	12/12																	
A	26	2'-8" X 10'-0"	DH	12/15		104	3'-8" X 7'-0"	DH	12/12																	
	27	2'-8" X 10'-0"	DH	12/15	3	105	3'-8" X 7'-0"	DH	12/12																	
A	28	--	--	--	1	106	3'-8" X 7'-0"	DH	12/12																	
	29	2'-8" X 10'-0"	DH	12/15		107	3'-8" X 7'-0"	DH	12/12																	
A	30	2'-8" X 10'-0"	DH	12/15		108	3'-8" X 7'-0"	DH	12/12																	
	31	2'-8" X 10'-0"	DH	12/15		109	3'-8" X 7'-0"	DH	12/12																	
A	32	2'-8" X 10'-0"	DH	12/15	3	110	3'-8" X 7'-0"	DH	12/12																	
	33	--	--	--	1	111	3'-8" X 7'-0"	DH	12/12																	
A	34	2'-8" X 10'-0"	DH	12/15	3	112	3'-8" X 7'-0"	DH	12/12																	
	35	2'-8" X 10'-0"	DH	12/15		113	3'-8" X 7'-0"	DH	12/12																	
A	36	3'-8" X 10'-0"	DH	16/20	3	114	3'-8" X 7'-0"	DH	12/12																	
	37	3'-8" X 10'-0"	DH	16/20	2, 3	115	3'-8" X 7'-0"	DH	12/12																	
A	38	3'-8" X 10'-0"	DH	16/20	2, 3	116	3'-8" X 7'-0"	DH	12/12																	
	39	3'-8" X 10'-0"	DH	16/20		117	3'-8" X 7'-0"	DH	12/12																	
A	40	1'-10" X 4'-0"	CS	6 EA.	12	118	3'-8" X 7'-0"	DH	12/12																	
	41	3'-8" X 1'-4"	FT	3	4	119	3'-8" X 7'-0"	DH	12/12																	
A	42	3'-8" X 10'-0"	DH	16/20		120	3'-8" X 7'-0"	DH	12/12																	
	43	3'-8" X 10'-0"	DH	16/20		121	3'-8" X 7'-0"	DH	12/12																	
A	44	3'-8" X 10'-0"	DH	16/20	3, 7	122	2'-8" X 7'-0"	DH	9/9																	
	45	--	--	--	6, 7	123	2'-8" X 7'-0"	DH	9/9																	
A	46	--	--	--	6, 7	124	3'-8" X 7'-0"	DH	12/12																	
	47	3'-8" X 10'-0"	DH	16/20	3	125	3'-8" X 7'-0"	DH	12/12																	
A	48	3'-8" X 10'-0"	DH	16/20	2,3	126	3'-8" X 7'-0"	DH	12/12																	
	49	3'-8" X 10'-0"	DH	16/20		127	2'-8" X 7'-0"	DH	9/9																	
A	50	--	--	--	1	128	2'-8" X 7'-0"	DH	9/9																	
	51	3'-8" X 10'-0"	DH	16/20		129	36" DIA.	FOS	8	10																
A	52	3'-8" X 10'-0"	DH	16/20	3	130	36" DIA.	FOS	8	10																
	53	3'-6" X 5'-6"	DH	9/9	2	131	36" DIA.	LVR	--	11																
A	54	9'-6" X 3'-0"	FFS	22	4	132	3'-8" X 6'-0"	DH	8/12	3																
	55	5'-6" X 5'-6"	DH	18/18		133	3'-8" X 7'-0"	DH	12/12																	
A	56	3'-8" X 10'-0"	DH	16/20	3	134	3'-8" X 6'-0"	DH	8/12																	
	57	3'-8" X 10'-0"	DH	16/20		135	3'-8" X 6'-0"	DH	8/12																	
A	58	--	--	--	1, 7	136	3'-8" X 7'-0"	DH	12/12																	
	59	2'-8" X 10'-0"	DH	12/15		137	3'-8" X 6'-0"	DH	8/12																	
A	60	2'-8" X 10'-0"	DH	12/15		138	36" DIA.	FOS	8	12																
	61	--	--	--	8																					
A	62	2'-8" X 10'-0"	DH	12/15																						
	63	2'-8" X 10'-0"	DH	12/15																						
A	64	2'-8" X 7'-0"	DH	9/9																						
	65	2'-8" X 7'-0"	DH	9/9																						
A	66	3'-8" X 7'-0"	DH	12/12	5																					
	67	3'-8" X 7'-0"	DH	12/12	5																					
A	68	3'-8" X 7'-0"	DH	12/12	5																					
	69	2'-8" X 7'-0"	DH	9/9																						
A	70	2'-8" X 7'-0"	DH	9/9																						
	71	3'-8" X 7'-0"	DH	12/12																						
A	72	3'-8" X 7'-0"	DH	12/12	9																					
	73	3'-8" X 7'-0"	DH	12/12	9																					
A	74	3'-8" X 7'-0"	DH	12/12	5																					
	75	3'-8" X 7'-0"	DH	12/12																						
A	76	3'-8" X 7'-0"	DH	12/12																						
	77	3'-8" X 7'-0"	DH	12/12																						
A	78	3'-8" X 7'-0"	DH	12/12																						

DEPARTMENT OF THE NAVY

NAVAL FACILITIES ENGINEERING COMMAND

NAVAL FACILITIES ENGINEERING COMMAND

HAMPTON ROADS IPT ~ PWD NORFOLK

NAVAL FACILITIES ENGINEERING COMMAND

NAVAL STATION ~ NORFOLK, VIRGINIA

PHILA NAVAL BUSINESS CENTER

PHILADELPHIA, PA

WINDOW REPAIRS - BUILDING 1

WINDOW SCHEDULE AND GENERAL NOTES

APPROVED

FOR COMMANDER NAVFAC

DATE

8-01-07

APPROVED

T. GALLAGHER

ACTIVITY - SATISFACTORY TO DATE

07/30/07

DWG

JMS

REVIEWED BY

REB

PM/OW

JMS

CHIEF ENG/ARCH

J.HASTE, P.E.

CODE ID. NO.

80091

SIZE

D

SCALE:

AS NOTED

MAXIMO NO.

N/A

STA. PROJ. NO.

N/A

WORK ORDER NO.

573091

CONSTR. CONTR. NO.

N/A

NAVFAC DRAWING NO.

12,510,750

SHEET

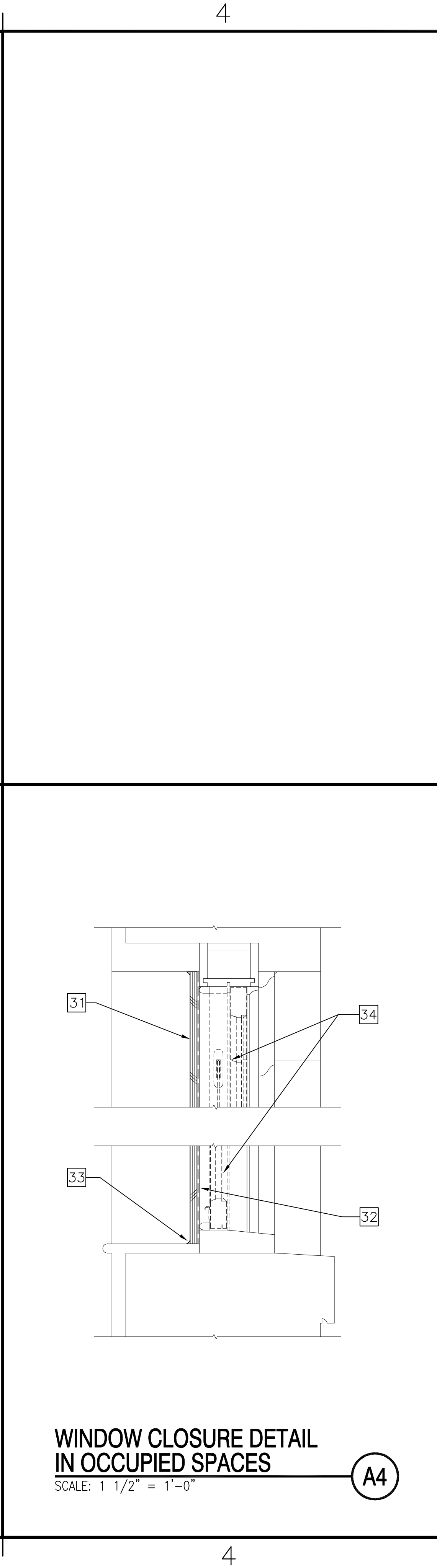
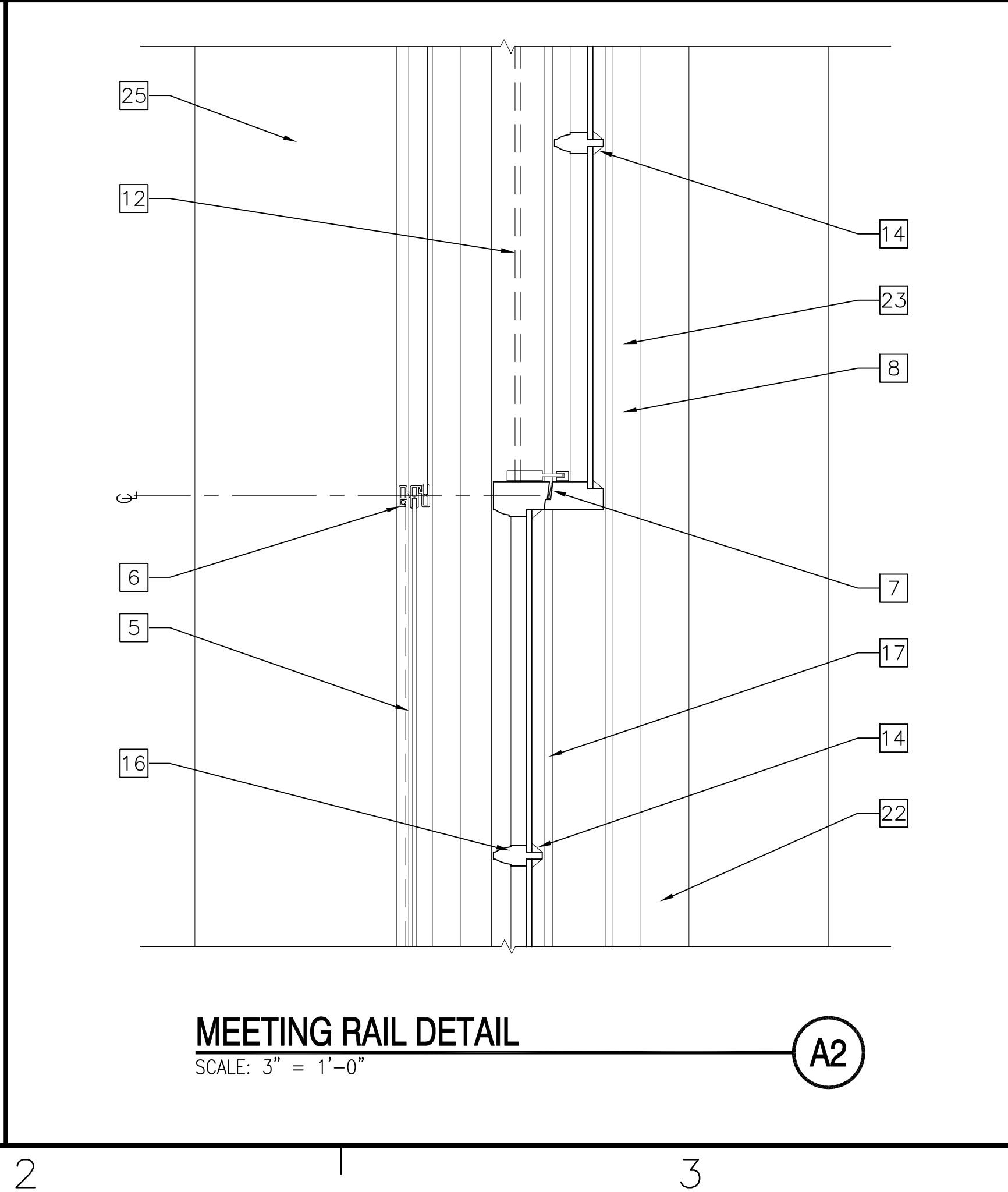
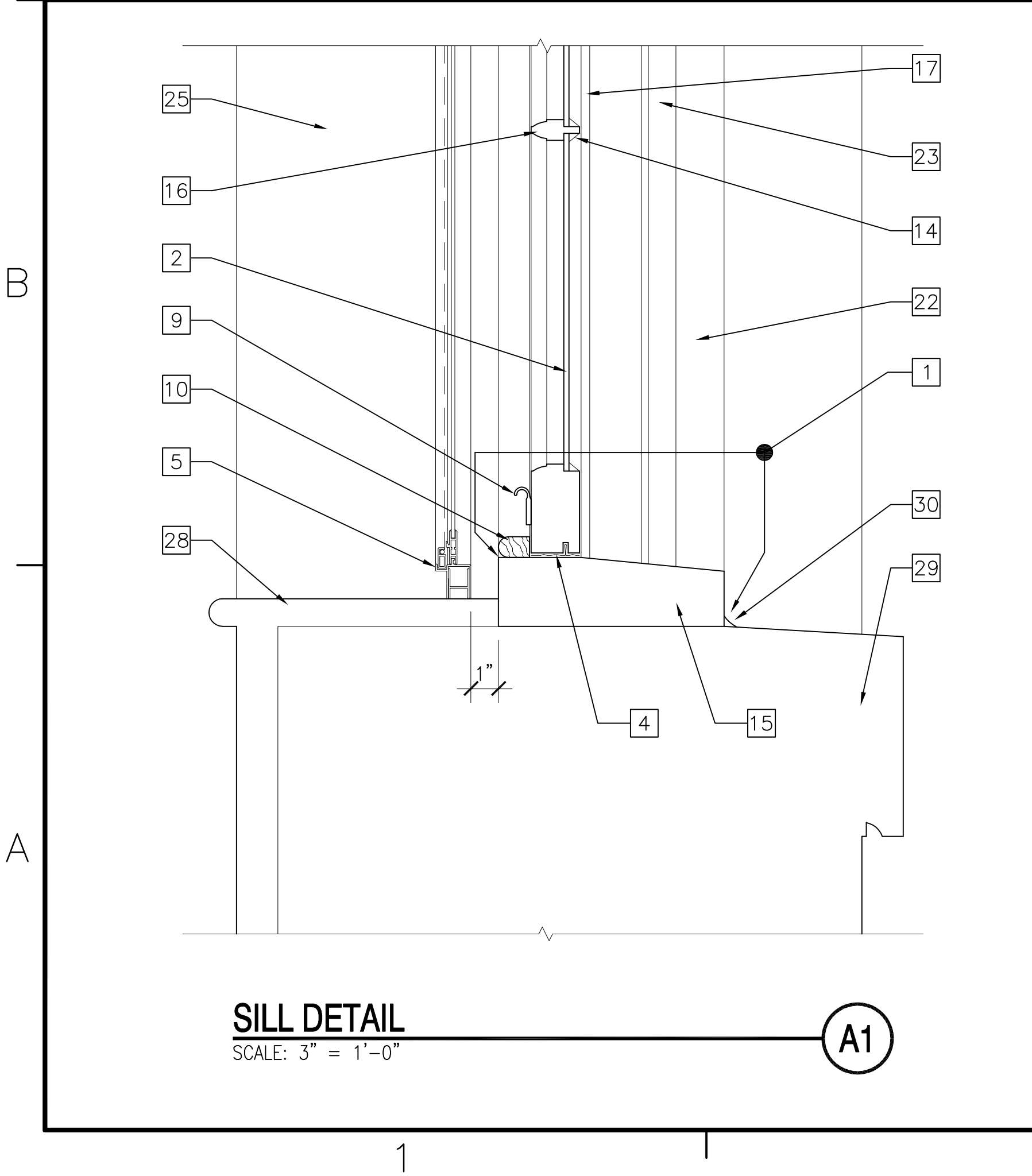
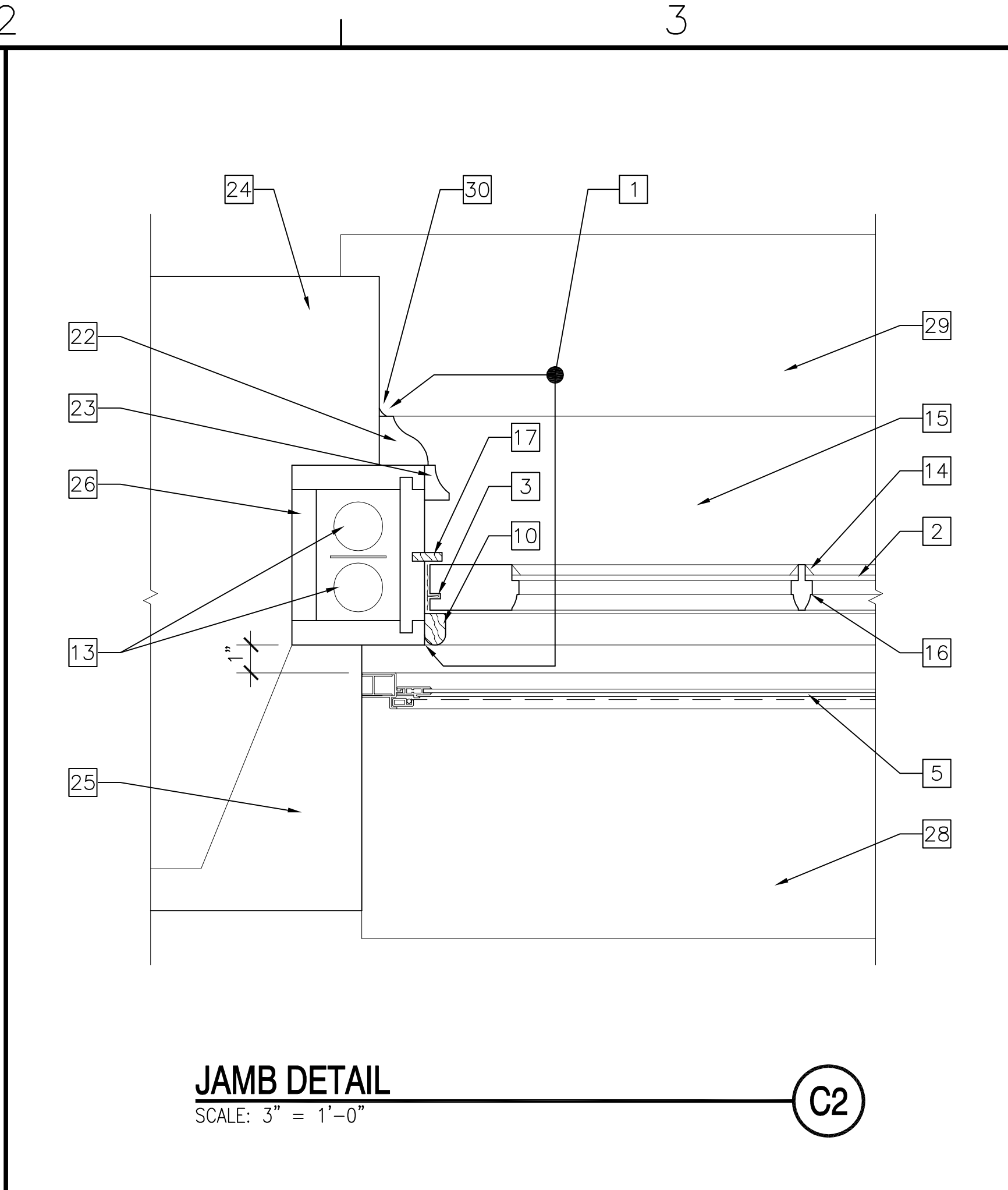
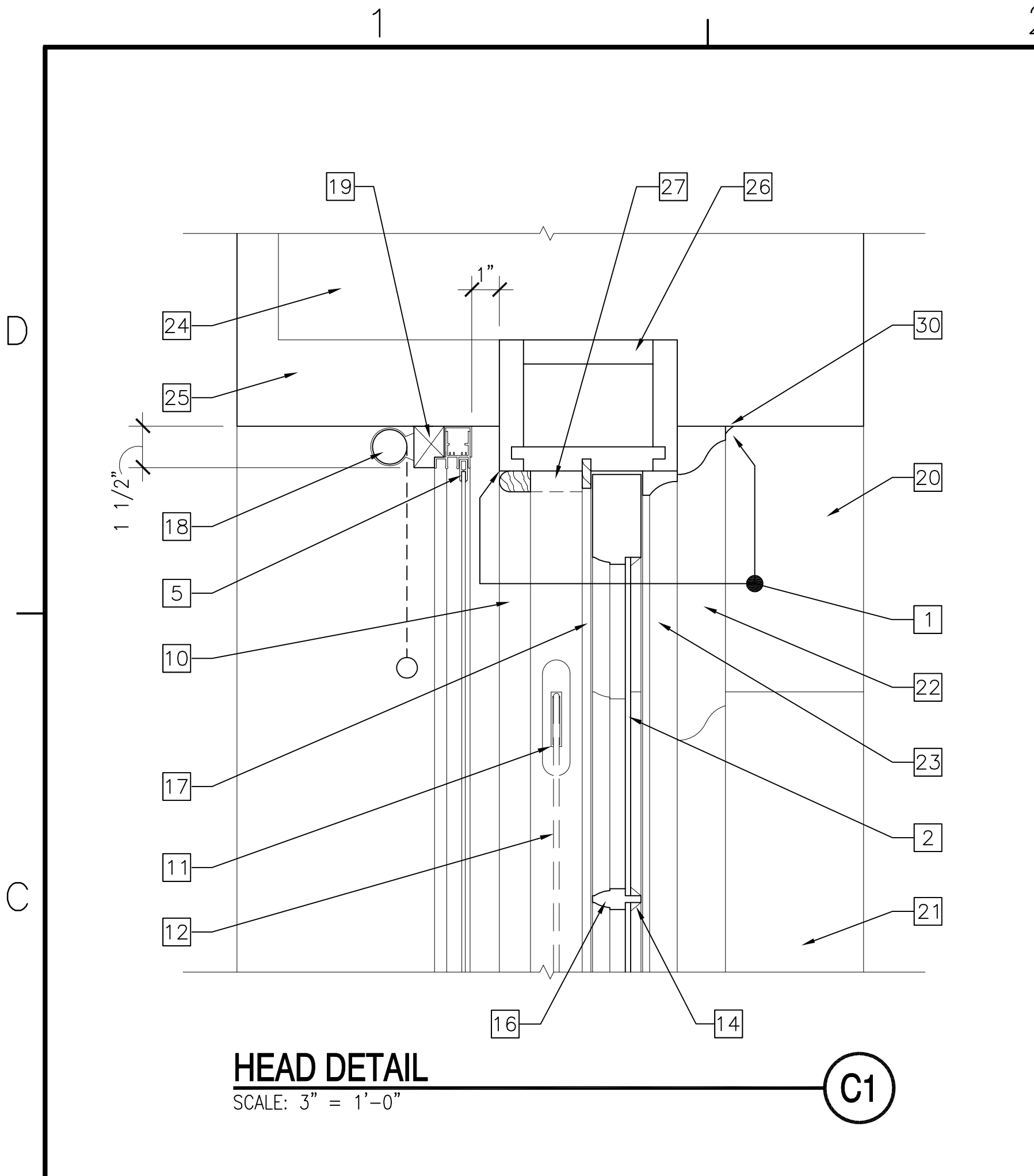
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OF

14

A-501

DRAWING REVISION: 30 JAN 2007

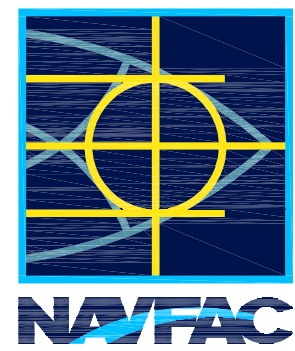


NEW WORK KEYNOTES	
1.	LIMITS OF COMPLETE LEAD PAINT REMOVAL TO BARE WOOD.
2.	EXISTING OR NEW GLASS PANE.
3.	ACCURATE BRONZE JAMB WEATHER STRIP, NO. 3C, SIDE STRIP 1 5/8" BASE. WHERE GROOVE AT EDGE OF SASH IS MISSING, CUT GROOVE TO RECEIVE WEATHER STRIP. FIELD VERIFY ALL DIMENSIONS, REFER TO GENERAL NOTES ON SHEET A-501.
4.	ACCURATE BRONZE SILL WEATHER STRIP, NO. 3, PLAIN RIB 1 5/8" BASE. WHERE GROOVE AT BOTTOM OF SASH IS MISSING, CUT GROOVE TO RECEIVE WEATHER STRIP. FIELD VERIFY ALL DIMENSIONS, REFER TO GENERAL NOTES ON SHEET A-501.
5.	ALUMINUM STORM WINDOW AND SCREEN ASSEMBLY.
6.	MEETING RAIL OF STORM WINDOW SHALL ALIGN WITH WOOD WINDOW MEETING RAIL.
7.	ACCURATE BRONZE INTERLOCK FLASHING, STRIP NO. 7, MEETING RAIL HOOK AND STRIP NO. 8, MEETING RAIL FLAT. WHERE RECESS AT TOP OF SASH IS MISSING, CUT RECESS TO RECEIVE INTERLOCK FLASHING. FIELD VERIFY ALL DIMENSIONS, REFER TO GENERAL NOTES ON SHEET A-501.
8.	CROWN CITY HEAVY DUTY SOLID BRASS SASH LOCK, REFER TO GENERAL NOTES ON SHEET A-501.
9.	CROWN CITY SASH LIFT, 2 PER SASH, REFER TO GENERAL NOTES ON SHEET A-501.
10.	INTERIOR WOOD STOP.
11.	EXISTING SASH PULLY, REMOVE ALL PAINT.
12.	SASH CHAIN.
13.	EXISTING SASH WEIGHT, ASSUMED TO BE IN WEIGHT POCKET.
14.	GLAZING BEAD.
15.	EXISTING WOOD SILL.
16.	EXISTING WOOD MUNTIN.
17.	WOOD PARTING BEAD.
18.	EXISTING ROLLING WINDOW BLINDS, REINSTALLED.
19.	CONTINUOUS WOOD BLOCKING AT BLINDS, PAINT TO MATCH STORM WINDOW COLOR.
20.	EXISTING GRANITE OR BRICK ARCH.
21.	EXISTING BRICK WALL BEYOND.
22.	EXISTING WOOD BRICK MOLDING.
23.	EXISTING EXTERIOR WOOD STOP.
24.	EXISTING BRICK WALL.
25.	EXISTING WALL CONSTRUCTION AT WINDOWS, TYPICAL FOR SECOND FLOOR.
26.	EXISTING WOOD WINDOW FRAME.
27.	EXISTING INTERIOR WOOD STOP AT FIRST FLOOR WINDOWS EXTENDS TO PARTING BEAD.
28.	EXISTING PAINTED WOOD STOOL.
29.	EXISTING GRANITE SILL.
30.	CONTINUOUS BEAD OF SEALANT.
31.	3/4" PLYWOOD, FIT TO EXISTING OPENING AT WINDOW.
32.	6 MIL POLY BARRIER AT OUTSIDE FACE OF PLYWOOD. BARRIER TO EXTEND FULL HEIGHT AND WIDTH OF OPENING.
33.	CONTINUOUS BEAD OF SEALANT AT PERIMETER OF PLYWOOD TO SEAL WEATHERTIGHT.
34.	WORK AREA FOR LEAD ABATEMENT.

GRAPHIC SCALE	
1 1/2" = 1'-0"	0 4" 8" 1'-4"
3" = 1'-0"	0 2" 4" 8"

NEW WORK KEYNOTES	
1.	LIMITS OF COMPLETE LEAD PAINT REMOVAL TO BARE WOOD.
2.	EXISTING OR NEW GLASS PANE.
3.	ACCURATE BRONZE JAMB WEATHER STRIP, NO. 3C, SIDE STRIP 1 5/8" BASE. WHERE GROOVE AT EDGE OF SASH IS MISSING, CUT GROOVE TO RECEIVE WEATHER STRIP. FIELD VERIFY ALL DIMENSIONS, REFER TO GENERAL NOTES ON SHEET A-501.
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6.	MEETING RAIL OF STORM WINDOW SHALL ALIGN WITH WOOD WINDOW MEETING RAIL.
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8.	CROWN CITY HEAVY DUTY SOLID BRASS SASH LOCK, REFER TO GENERAL NOTES ON SHEET A-501.
9.	CROWN CITY SASH LIFT, 2 PER SASH, REFER TO GENERAL NOTES ON SHEET A-501.
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13.	EXISTING SASH WEIGHT, ASSUMED TO BE IN WEIGHT POCKET.
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15.	EXISTING WOOD SILL.
16.	EXISTING WOOD MUNTIN.
17.	WOOD PARTING BEAD.
18.	EXISTING ROLLING WINDOW BLINDS, REINSTALLED.
19.	CONTINUOUS WOOD BLOCKING AT BLINDS, PAINT TO MATCH STORM WINDOW COLOR.
20.	EXISTING GRANITE OR BRICK ARCH.
21.	EXISTING BRICK WALL BEYOND.
22.	EXISTING WOOD BRICK MOLDING.
23.	EXISTING EXTERIOR WOOD STOP.
24.	EXISTING BRICK WALL.
25.	EXISTING WALL CONSTRUCTION AT WINDOWS, TYPICAL FOR SECOND FLOOR.
26.	EXISTING WOOD WINDOW FRAME.
27.	EXISTING INTERIOR WOOD STOP AT FIRST FLOOR WINDOWS EXTENDS TO PARTING BEAD.
28.	EXISTING PAINTED WOOD STOOL.
29.	EXISTING GRANITE SILL.
30.	CONTINUOUS BEAD OF SEALANT.
31.	3/4" PLYWOOD, FIT TO EXISTING OPENING AT WINDOW.
32.	6 MIL POLY BARRIER AT OUTSIDE FACE OF PLYWOOD. BARRIER TO EXTEND FULL HEIGHT AND WIDTH OF OPENING.
33.	CONTINUOUS BEAD OF SEALANT AT PERIMETER OF PLYWOOD TO SEAL WEATHERTIGHT.
34.	WORK AREA FOR LEAD ABATEMENT.

GRAPHIC SCALE	
1 1/2" = 1'-0"	0 4" 8" 1'-4"
3" = 1'-0"	0 2" 4" 8"



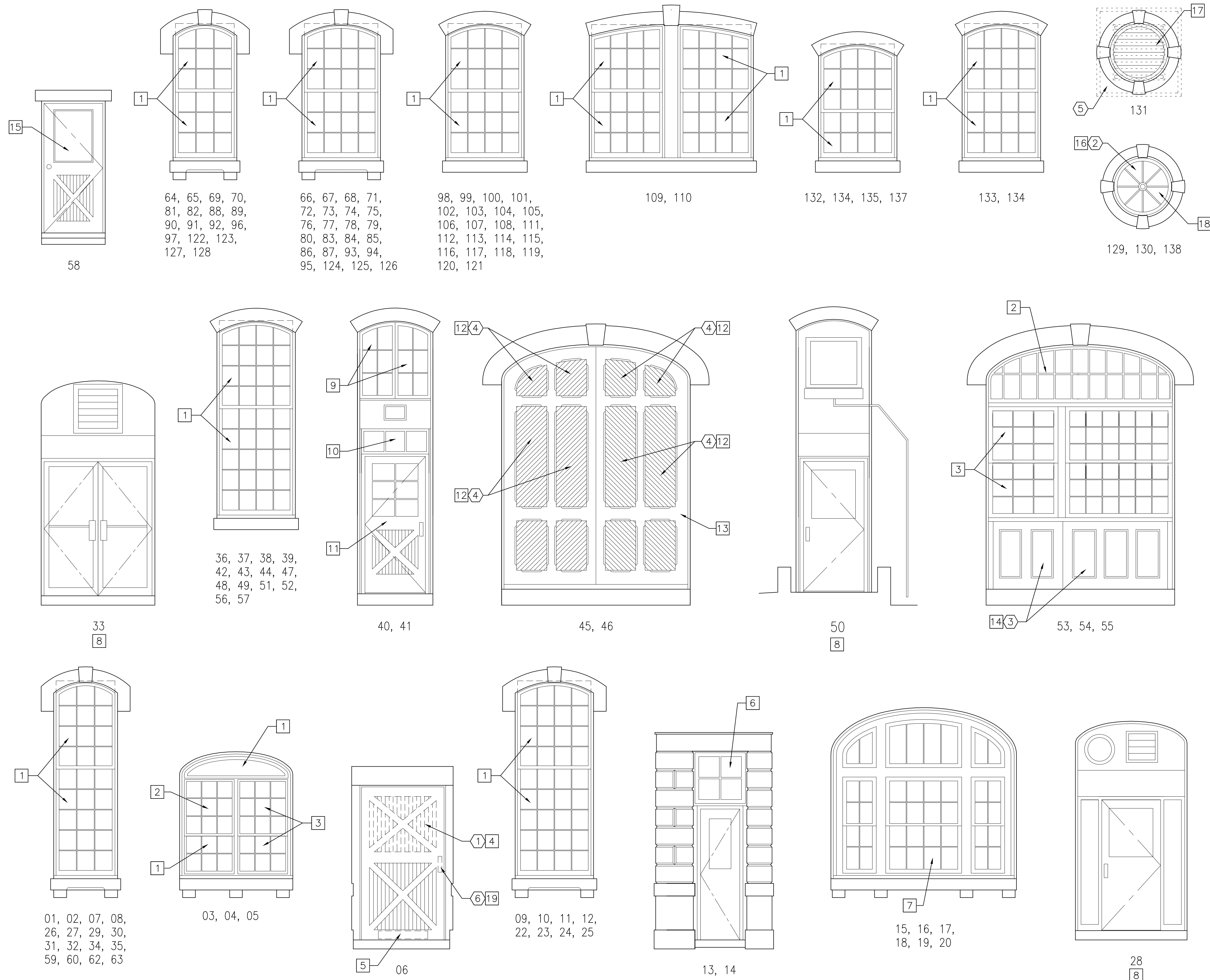
APPROVED: *Am D Jhan*
FOR COMMANDER NAVFAC DATE: 8-01-07

T. GALLAGHER
ACTIVITY - SATISFACTORY TO DATE: 07/30/07
DES: JMS DRW: JMS
REVIEWED BY: RER
PM/DM: JMS
CHIEF ENG/ARCH: J.HASTE, P.E.

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING COMMAND
NAVAL FACILITIES ENGINEERING COMMAND - MID-ATLANTIC
HAMPTON ROADS IPT - FMD NORFOLK
PHILA NAVAL BUSINESS CENTER
PHILADELPHIA, PA
WINDOW REPAIRS - BUILDING 1
WINDOW DETAILS

CODE ID. NO. 80091 SIZE D
SCALE: AS NOTED
MAXIMO NO. N/A
STA. PROJ. NO. N/A
WORK ORDER NO. 573091
CONSTR. CONTR. NO. N/A
NAVFAC DRAWING NO. 12,510,751
SHEET 6 OF 14
A-502

DRAWFORM REVISION: 30 JAN 2007



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64, 65, 69, 70,
81, 82, 88, 89,
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66, 67, 68, 71,
72, 73, 74, 75,
76, 77, 78, 79,
80, 83, 84, 85,
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09, 10, 11, 12,
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18, 19, 20

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8

WINDOWS & DOORS - ENLARGED ELEVATIONS

SCALE: $3/8" = 1'-0"$

A-201, A-202

(A1)

GENERAL SHEET NOTES

1. REFER TO SHEETS A-201 AND A-202 FOR GENERAL NOTES REGARDING WOOD REPAIR METHODS.
2. PREPARE AND PAINT ALL WOOD SURFACES. REFER TO SHEETS A-501 AND A-502 FOR WINDOWS. FOR EXISTING DOORS, PANELS, FRAMES AND WINDOWS TO BE REPAIRED IN-PLACE, REFER TO SHEETS A-201 AND A-202.

DEMOLITION KEYNOTES

1. REMOVE AC UNIT AND WOOD PANEL COMPLETE.
2. AT WINDOW OPENING 129, REMOVE PLYWOOD PANEL, AT OPENING 130, REMOVE BRICK INFILL.
3. REMOVE DAMAGED WOOD AT SURROUND AND PANEL.
4. REMOVE ALL CASEMENT WINDOWS AND WINDOW FRAMES COMPLETE AT WOOD DOORS.
5. REMOVE LOUVER AND FRAME COMPLETE, REMOVE SEALANT AND PAINT AT BRICK SURFACE WITH GENTLEST MEANS POSSIBLE.
6. REMOVE DOOR HARDWARE COMPLETE.


NEW WORK KEYNOTES


1. REFER TO SHEETS A-501 AND A-901 THRU A-907 FOR SPECIFIC DEMOLITION REQUIREMENTS AT EACH WINDOW. REFER TO SHEET A-501 FOR NEW WORK REQUIREMENTS.
2. UPPER SASH, MATCH ADJACENT EXISTING.
3. UPPER AND LOWER SASH, MATCH ADJACENT EXISTING.
4. AFTER REMOVAL OF PANEL AND AC, VERIFY FRAMING IN-PLACE FOR RESTORATION OF DOOR TO HISTORIC APPEARANCE.
5. REPAIR DOOR USING EPOXY REPAIR MATERIALS, REFER TO SHEETS A-201 AND A-202.
6. REPAIR FIXED SASH AND WOOD DOOR FRAME IN-PLACE.
7. LOWER SASH, MATCH ADJACENT EXISTING.
8. OPENINGS WITH DOORS AND FRAMES NOT IN CONTRACT.
9. CASEMENT WINDOWS, REFER TO WINDOW SCHEDULE.
10. FIXED TRANSOM WINDOW, REPAIR IN-PLACE.
11. EXISTING WOOD ENTRANCE DOOR.
12. DIAGONAL WOOD PANELS AT OPENINGS, MATCH MATERIAL AND PROFILE OF EXISTING WOOD PANELS AT SILL.
13. REPAIR EXISTING WOOD STILES USING EPOXY REPAIR MATERIALS, REFER TO SHEETS A-201 AND A-202.
14. REPAIR WOOD STILES USING EPOXY REPAIR MATERIALS, REFER TO SHEETS A-201 AND A-202. IF WOOD IS DAMAGED BEYOND REPAIR, REPLACE IN-KIND.
15. EXISTING WOOD SCREEN DOOR AND WOOD DOOR BEYOND.
16. EXISTING FIXED OVAL SASH AT WINDOW OPENING 138. REPAIR WOOD TRIM AND MUNTINS USING EPOXY REPAIR MATERIALS, REFER TO SHEETS A-201 AND A-202.
17. PREFINISHED LOUVER AT CIRCULAR OPENING. MECHANICAL ENGINEER SHALL VERIFY THAT SUFFICIENT OPEN AREA REQUIREMENTS CAN BE MET FOR MECHANICAL SYSTEM. LOUVER AND FRAME COLOR SHALL MATCH WINDOWS.
18. FIXED OVAL SASH AND TRIM TO MATCH EXISTING AT WINDOW OPENING 138.
19. PATCH DOOR FLUSH WHERE HARDWARE IS REMOVED.

GRAPHIC SCALE

$$3/8'' = 1'-0''$$

0 1'-4" 2'-8" 5'-4"



APPROVED	
	
FOR COMMANDER NAVFAC	DATE 8-01-07
APPROVED	
T. GALLAGHER	
ACTIVITY - SATISFACTORY TO	DATE 07/30/07
DES JMS	DRW JMS
REVIEWED BY	RER
PM/DM	JMS
CHIEF ENG/ARCH	J.HASTE, P.E.

OF THE NAVY
NAVAL FACILITIES ENGINEERING COMMAND
FACILITIES ENGINEERING COMMAND ~ MID-ATLANTIC
DISTRIBUTION POINT ~ PWD NORFOLK
NAVAL STATION ~ NORFOLK, VIRGINIA
NAVAL BUSINESS CENTER
PHILADELPHIA, PA
WINDOW REPAIRS - BUILDING 1
WINDOW AND DOOR ELEVATIONS

CODE ID. NO. 80091	SIZE D
SCALE: AS NOTED	
MAXIMO NO.	N/A
STA. PROJ. NO.	N/A
WORK ORDER NO.	573091
CONSTR. CONTR. NO.	
N/A	
NAVFAC DRAWING NO.	
12,510,752	
SHEET 7	OF 14
A-503	

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D

69 & 70

A-201

C1

C

62 & 63

A-202

B1

B

64 & 65

A-201

B2

A

58

A-202

A1

2

D

71 & 72

A-201

C2

C

66 & 67

A-201

B3

B

68

A-201

B4

A

58

A-202

A2

3

D

73 & 74

A-201

C3

C

59 & 60

A-202

A3

4

D

75 & 76

A-201

C4

C

61

A-202

A4

5

DEMOLITION KEYNOTES

1. EXISTING WOOD STORM DOOR TO REMAIN. REFER TO SHEET A-503.

2. EXISTING FOUR PANEL WOOD DOOR TO REMAIN, REFER TO SHEET A-503.

3. NEW HANDICAPPED ENTRANCE DOORS (UNDER CONSTRUCTION).

4. REMOVE ALUMINUM STORM WINDOW ASSEMBLY COMPLETE.

5. WOOD SASH, REFER TO WINDOW SCHEDULE.

6. REMOVE METAL AND/OR WOOD CLOSURE PANELS COMPLETE.

7. EXISTING TOP SASH HIDDEN BEHIND PANEL.

8. REMOVE EXCESS PAINT AND SEALANT AT GRANITE SILL.

9. CURVED WOOD TRIM AT GRANITE LINTEL TO REMAIN, REFER TO WINDOW SCHEDULE.

10. REMOVE ACOUSTICAL CEILING SYSTEM, GWB, WOOD AND/OR METAL SUPPORT FRAMING AT THE INTERIOR OF THE BUILDING AS NEEDED FOR WINDOW REPAIR WORK, TYPICAL AT ALL FIRST FLOOR WINDOWS.

APPROVED

FOR COMMANDER NAVFAC

DATE 8-01-07

T. GALLAGHER

ACTIVITY - SATISFACTORY TO DATE 07/30/07

DES JMS

DRW JMS

REVIEWED BY RER

PM/DM JMS

CHIEF ENG/ARCH J.HASTE, P.E.

NAVAL FACILITIES ENGINEERING COMMAND

NAVAL FACILITIES ENGINEERING COMMAND - MID-ATLANTIC

HAMPTON ROADS IPT - PWD NORFOLK

PHILA NAVAL BUSINESS CENTER

PHILADELPHIA, PA

WINDOW REPAIRS - BUILDING 1

REFERENCE PHOTOGRAPHS

CODE ID. NO. 80091

SIZE D

SCALE: AS NOTED

MAXIMO NO. N/A

STA. PROJ. NO. N/A

WORK ORDER NO. 573091

CONSTR. CONTR. NO. N/A

NAVFAC DRAWING NO. 12,510,756

SHEET 11 OF 14

A-904

DRAWFORM REVISION: 30 JAN 2007

1



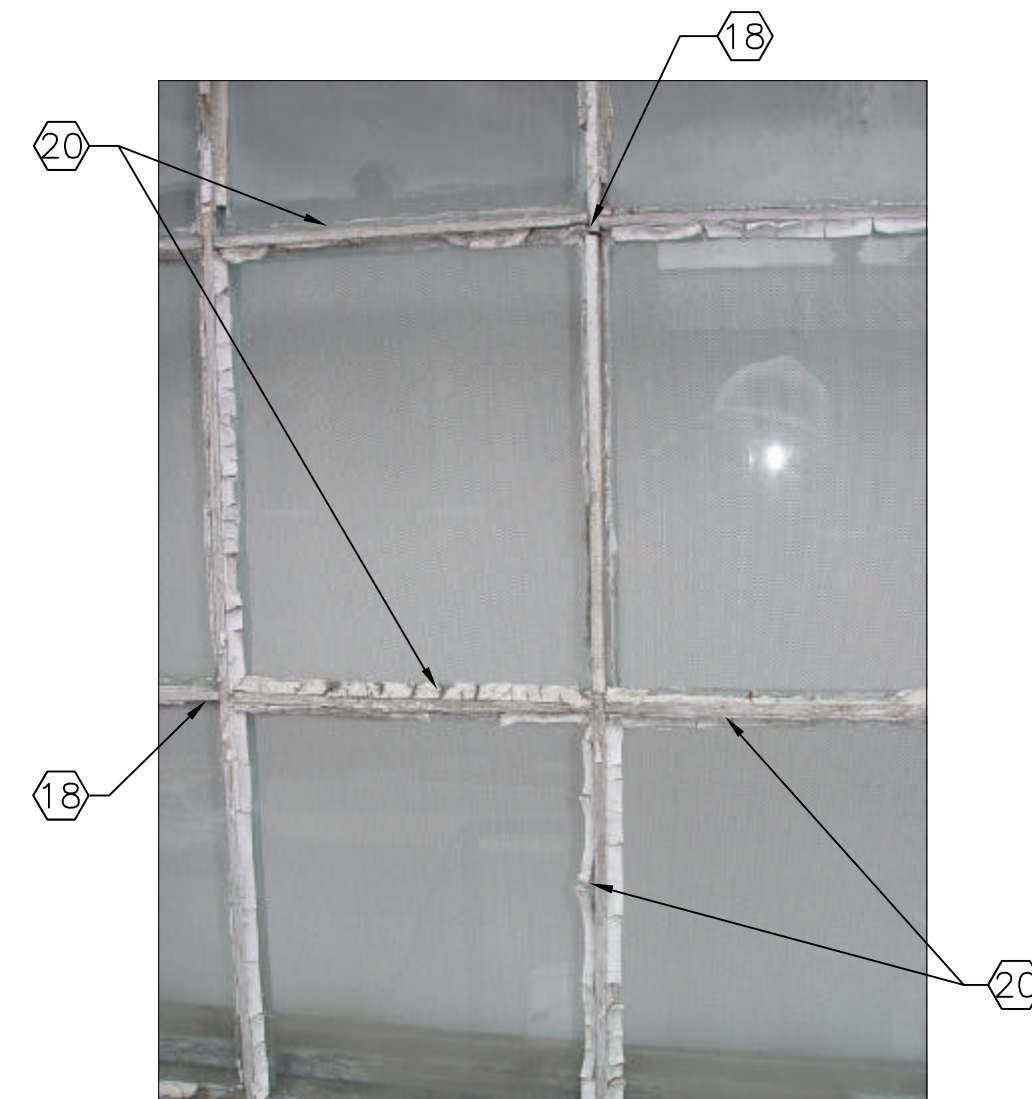
TYPICAL DAMAGE

2

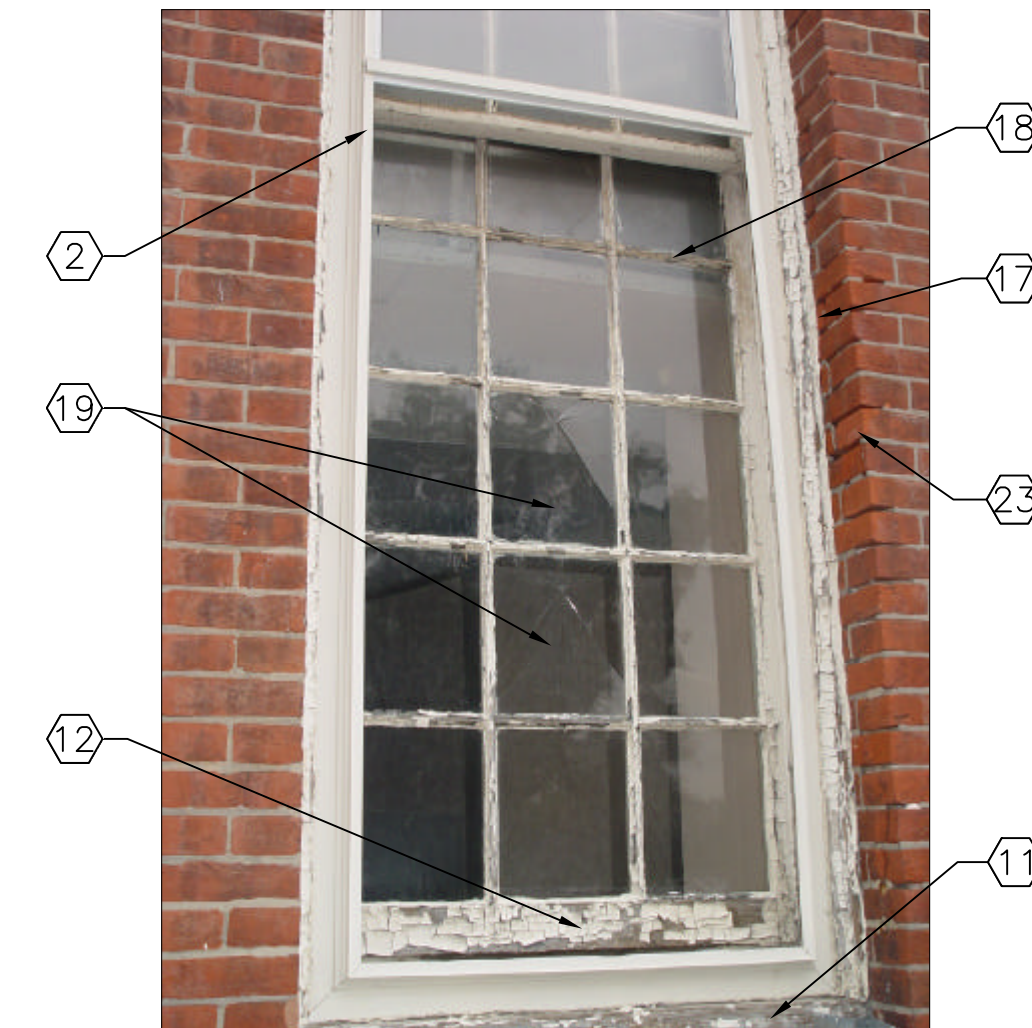


TYPICAL DAMAGE

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TYPICAL DAMAGE

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TYPICAL DAMAGE

DEMOLITION KEYNOTES

1. REMOVE METAL CLOSURE, SUPPORTS AND FASTENERS COMPLETE. REMOVE SEALANT AND PAINT AT BRICK. REFER TO SHEET A-503.
2. REMOVE ALUMINUM STORM WINDOW ASSEMBLY COMPLETE.
3. REMOVE EXCESS PAINT AND SEALANT AT GRANITE SILL.
4. CURVED WOOD TRIM AT GRANITE LINTEL TO REMAIN, REFER TO WINDOW SCHEDULE.
5. WOOD SASH, REFER TO WINDOW SCHEDULE.
6. MISSING WOOD SASH, REFER TO WINDOW SCHEDULE.
7. REMOVE BRICK INFILL AT OPENING.
8. REMOVE LOUVER COMPLETE, REFER TO SHEET A-503.
9. REMOVE WATER DAMAGED WOOD TRIM, REPLACE IN-KIND.
10. WINDOW 138 SHALL BE USED AS PROTOTYPE FOR NEW REPLACEMENT SASH AT OPENINGS 129 AND 130.
11. REPAIR WOOD CHECKS AND WATER DAMAGE AT WOOD SILLS WITH EPOXY REPAIR MATERIALS, REFER TO SHEET A-501.
12. COMPLETE PAINT FAILURE WHERE BARE WOOD IS EXPOSED, REFER TO SHEET A-501.
13. EXISTING GLASS PANE, REFER TO SHEET A-501.
14. TYPICAL GAPS AT SASH STILES AND RAILS. REFER TO SHEET A-501.
15. REMOVE EXISTING BRONZE WEATHERSTRIPPING AT SILL AND JAMBS. EXISTING WEATHERSTRIPPING IS DAMAGED, BENT, PAINTED OR MISSING. NEW WEATHERSTRIPPING SHALL BE INSTALLED, REFER TO SHEETS A-501 AND A-502.
16. REMOVE WOOD PARTING BEAD, REFER TO SHEETS A-501 AND A-502.
17. EXISTING SEALANT IS BRITTLE OR INCORRECTLY APPLIED. REMOVE ALL EXISTING SEALANT, REFER TO SHEET A-501.
18. EXISTING WOOD MUNTINS, REFER TO SHEETS A-501 AND A-502 FOR REQUIRED REPAIR.
19. REMOVE BROKEN GLASS AND REPLACE WITH NEW GLASS, REFER TO SHEET A-501.
20. REMOVE ALL WINDOW GLAZING COMPOUND. EXISTING COMPOUND HAS FAILED AND REQUIRES COMPLETE REMOVAL AND REPLACEMENT. REFER TO SHEETS A-501 AND A-502.
21. CURVED WOOD TRIM CONSISTS OF KERFED WOOD TRIM. PIECES OF TRIM ARE LOOSE AND MAY REQUIRE REATTACHMENT.
22. EXISTING STONE AND MASONRY TO REMAIN.
23. FAILURE OF MASONRY JOINTS AT WINDOWS, REPOINT MASONRY.



T. GALLAGHER	
QUALITY - SATISFACTORY TO DATE	07/30/07
DESIGNED BY JMS	DRAWN BY JMS
REVIEWED BY	RER
APPROVED BY JMS	JMS
PROJECT ENGINEER/ARCHITECT	J. HASTE, P.E.

NAVAL BUSINESS CENTER PHILADELPHIA, PA
FACILITIES ENGINEERING COMMAND ~ MID-ATLANTIC
NAVAL STATION ~ NORFOLK, VIRGINIA
DS IPT ~ PWD NORFOLK

DE ID. NO. 80091	SIZE D
AS NOTED	
XIMO NO.	N/A
A. PROJ. NO.	N/A
ARK ORDER NO.	573091
ONSTR. CONTR. NO.	N/A
VFAC DRAWING NO.	
12,510,759	
EET 14	OF 14
A-907	

DRAWFORM REVISION: 30 JAN 2007

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REFERENCE PHOTOGRAPHS